

# THE WASATCH JUNCTION

NEWSLETTER OF THE GOLDEN SPIKE CHAPTER

Railway & Locomotive Historical Society

2018

Vol. 22, Issue #1

## Board Members for 2018

President: Steve Jones 414-828-0166

Vice Pres.: Lee Secrist 801-397-3943

Membership/Treasurer: Maurice Greeson 801-776-5712

Secretary/Newsletter: Lee Witten  
801-476-1209

Director: John Barrett

Director: Slim Jolley 801-695-5334

Director: Joshua Bernhard

**Next Two Meetings: Jan 20, 2018 at 12 noon, Two Bit Cafe, 25th street  
Feb 17, 2018 at 12 noon, Two Bit Cafe, 25th street**

## Meeting Notes November 25

Meeting held at the Two Bit Cafe

Minutes of October meeting read and approved.

Treasurers Report: Balance of \$14,204.65

The USRMA person hired to find grants for railroad museum projects, Nikki, has the information she needs from the Golden Spike Chapter to go ahead with her search for grants.

We are still waiting to conclude the provenance procedures give the Golden Spike Chapter full rights to the Spotlight King collection and the existing materials that have been produced in connection to the collection.

223 Report: John Rimmasch, owner of the Wasatch Rail Contractors in Cheyenne, Wyoming, visited the 223 shop on Saturday Nov. 25th. He gave us a seminar on our project and particularly the boiler. He inspected what he could see and made suggestions about restoration.

Basically we have 3 choices: 1- Rebuilt the existing boiler preserving as much of the original as possible; 2 - Build a new boiler using the original riveting process; 3 - Build a new boiler using modern welding techniques. The expense ranges from a million dollars for the rebuild or build with riveting to 500 thousand for the new welded boiler.

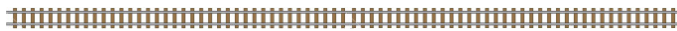
Rimmasch raised an interesting question. Is our objective to preserve the artifact, or pre-

serve the history of the artifact. We have already answered that question partially by rebuilding the tender with largely new materials using original riveting and incorporating some original hardware and trucks. We are preserving the history of the tender, not restore the original.

Regardless of how we deal with the boiler situation, the amount of money is way beyond what we have at present. We have the big expense of overhauling the drive wheels and sandblasting the frame. To take on both that and the boiler will require a very large grant. We are hoping that Nikki with the USRMA will be helping us.

Convention Report: Lee Witten met with Stacey Startzel, catering and sales coordinator, on November 10. I confirmed that we'll need 40 to 44 rooms and we'll be having large group meetings with UPHS and SPSHS at the Eccles convention center. We can have small meetings of 100 at the Marriott.

Meeting adjourned



## Meeting Notes for Dec. 16 meeting

Maynard Morris after 20 plus years leading the 223 restoration project has stepped down from his leadership as project manager. He will continue to participate occasionally but can no longer be as active as he has in the past.

The 223 crew will work on a contingency plan to fill the void left by Maynard. There are a number of options open to us, some more practical than others. Major hurdle at this point is financial. Large sums of money are going to have to be raised to complete refurbishing the driving wheels, rods, frame and boiler. The latter of which will be close to a million dollars.

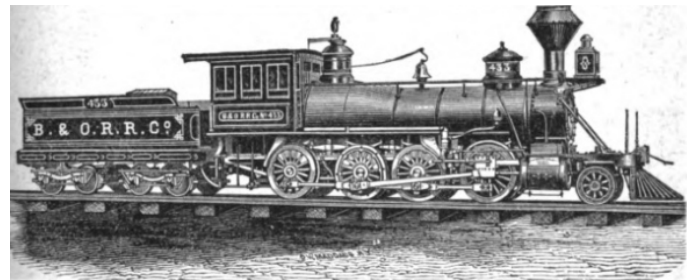
Short of bringing 223 back to operational status, a fallback option would be to create a static display of 223.

Steve Jones has spoken to Richard Carroll and Tom Brown, both of whom are involved in the steam program at the Golden Spike Historic Site. They express interest in continuing to help us with the 223 but their time is limited due to other responsibilities.

The 223 tender is one part of the project that we could complete with the painting of it. This is hopefully going to be completed when the weather turns warmer later this year. Joshua Perry is a recent volunteer who will be working on this part of the project, particularly in finding a coating for the interior of the tank prior to painting the exterior.

Fund raising is another issue that requires action. Some ideas are seeking local businesses or banks to agree to matching funds. Steve Jones is pursuing that.

Lee Witten reported that we are still trying to locate hotel rooms for the 2019 convention. He is working with Visit Ogden Bureau.



## Chairman's Message:

Many of us make New Year's resolutions about things that they want to change, or improve, in their lives. Well 2018 is here and there is a lot of change underway for the R&LHS Golden Spike Chapter. Most notably, after many years of dedicated service Maynard Morris has stepped down as the project manager for our 223 restoration project. Maynard leaves a legacy of quality and accurate preservation, restoration, and remanufacturing where necessary leading us towards seeing D&RGW locomotive 223 operate under its own power one day. I am glad to see that Maynard is still staying involved with the Golden Spike Chapter and will be available as an advisor for the project. Thank You, Maynard for bringing us this far!

Instead of having a single project manager we have broken the project down into 3 major component subsystems with teams focused on each area.

- Completion of the tender
- Frame, running gear, and wheelsets
- Boiler certification, repair, or replacement

Years ago, work was completed on reconstructing the cab, rebuilding accessories such as the air compressors, dynamo,

and headlamp. As the three major subsystems are completed we will start to bring everything back together into one operational locomotive.

This past Saturday we spent a lot of time cleaning up the shop area and making room for a paint booth. We've been working on sand blasting small parts for the last several months and need to now get caught up with applying a coat of primer to protect the parts until reassembly begins. As part of the clean-up area we moved spare lumber and miscellaneous parts to the 223 project box car for storage. Some of these parts are originals that were used as patterns for new parts and need to be saved for reference during the reassembly process. Other parts, like the original piping for the air compressors and reservoir simply need to be stored until replacements are fabricated during the reassembly process.

Historically, we have tagged parts for identification as they were removed from the engine. We also took photographs before and during the disassembly process. Realizing how much information has been amassed over the years we are starting the process of generating a shared electronic log that correlates all of these details so that they can be easily referenced when needed in the future.

Fundraising and messaging are going to be more critical than ever as a number of the current activities require outside services to supplement our valuable volunteers. I've asked a couple of our members who are very involved with social media to come up with a way of making sure that we have a unified and consistent message across our web site, Facebook page, on the various railroad forums, etc. We are working through the USRMA to find a grant to fund the boiler project. We'll need to formulate another grant request to fund the Frame, running gear, and wheelset work. In addition, we've entered into discussions with several local financial institutions to request their assistance in finding sources of matching funds for any grants that we receive.

The Northern Utah area is going to be packed with activities for the 2019 celebration of the 150<sup>th</sup> anniversary of the driving of the Golden Spike. Lee Witten is our liaison with national for the Golden Spike Chapter to host the annual members' meeting during this celebration. Discussions are underway to reserve a block of hotel rooms and line up an agenda of activities. Please volunteer to assist Lee in any way that you can.

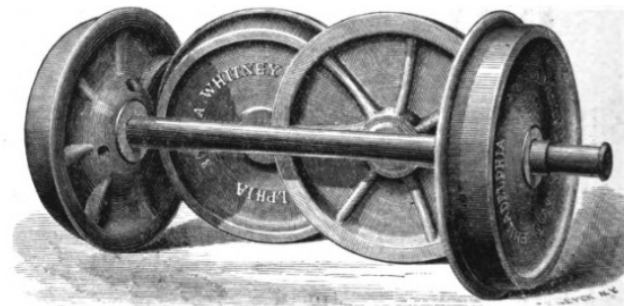
One of the things that we are planning is publishing a book on the photographic collection of Spotlight King. He was a resident of Ogden who worked as a porter on the Union Pacific railroad and collected autographed photographs of celebrities who rode the train. The collection was donated to the R&LHS Golden Spike Chapter by Ogden's Egyptian Theater Foundation and we are researching funding sources through the USRMA to complete the project.

The Railway & Locomotive Historical Society 2018 annual meeting will be held in St. Louis May 30 to June 3<sup>rd</sup>. See <http://rlhs.org/Meetings/Current/> for more details. These meetings are always very well done so please try to attend if you can.

For those of you who are procrastinators, remember that national and chapter dues are due. You can download the form from the R&LHS national web site <http://rlhs.org/Membership/index.shtml>.

A special Thank You to the Union Station operations staff for repairing the overhead lighting in the Trainmen's building. That has made a huge difference in the impression that visitors have when they visit us during our Saturday morning work sessions.

Our mission of seeing the 223 restored to operation and being involved with all of the other restoration and railroad heritage activities here at Ogden Union Station takes both commitment and money. I ask each and every one of you to get involved with helping the Golden Spike Chapter move into the future. Become active in the organization and help keep that whistle blowin'.



***In our last issue, part one of Golden spike Chapter member Charles Peartree's story of Southern Pacific #3420 was presented. Here now is the conclusion:***

In 1980 an idea was born and interest in getting me running again. But there was a difference this time. The people were not all railroaders but people with different backgrounds and abilities. This surge of energy had a goal of my return to operation to participate in the 4 centuries '81 Celebration of the City of El Paso. To accomplish this, I was removed from my display site in November 1980 and taken to Wyler Industrial Works where most of the work took place. The city created a city board to oversee the work called the El Paso Historical RR Board. At times I understand that more people were working on me as volunteers than for my host Wyler as employees with all of the projects they had going on at the time. By the narrowest of margins, the group succeeded in their goal and I operated with the SP steam derrick in tow. In 1982, I participated in the Union Depot rededication. I was then moved to the water works property near Biggs Field. I was on display for the 1982 and 1983 Amigo Air Shows. The biggest problem with the water works site was the need to pay for a security guard every time someone needed to work on me. In September 1983 I left the Water Works for Phelps Dodge with a growing collection of railroad cars in tow. I headed down the Golden State (the railroad line between El Paso and Alamogordo, NM) and turned east at the Downtown yard and headed to Alpha Yard which is below the refineries before heading into the copper Refinery.

In June 1984, I made one more appearance on the SP high iron. SP 4449 was returning to Portland Oregon from New Orleans and we double-headed from Alpha yard to the Union Depot. I suffered a blown plate in its smoke box that disabled me. The 4449 pushed me the rest of the way. I was repaired and returned to Phelps Dodge without incident. In 1985, I operated in the copper refinery for the R&LHS national convention, a promotional event for the Texas Sesqui-centennial Train that was to criss cross the State of Texas but never did happen. The Pullman Car James Watt which now resides with me at the copper refinery was to be the El Paso Car on the train. I was to meet the train in Van Horn and Double head back to El Paso. In November of 1985 she operated for the Dedication of Jack Bell Park in the refinery. In 1983, Phelps Dodge's Union struck and the strike was long and lead to the removal of the union. The park was created in 1985 for a place for employees to peacefully relax. I operated for the dedication of the ball park until the fuel oil ran out which turned out to be while Jack Bell (President of Phelps Dodge, with Chapter President Karen Marston behind him) was at the throttle. I had enough steam in the boiler to unload passengers and head to my storage place then by the Met lab on track two. I operated one more time on December 28,

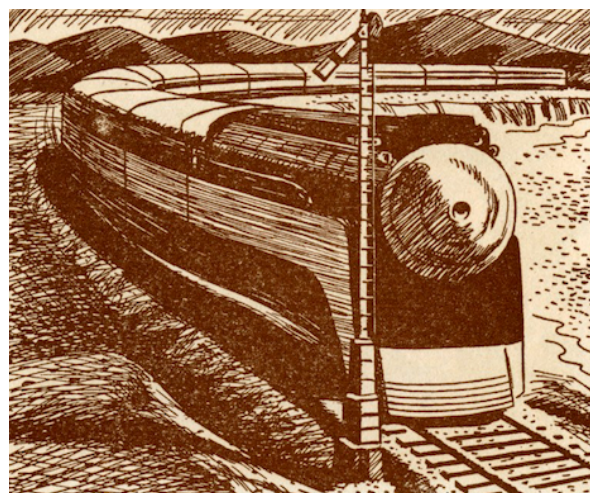
1985 before our FRA inspection for my planned trip to 1986 World's Fair in Vancouver B.C. An issue was found during the inspection and I have not operated since. There have been both political and technical issues since.

So today in the copper refinery sits a small railroad collection of me, 3420. There are two Santa Fe CE-2 cabooses, a 1936 Southern Pacific box car, a 1920 era Southern Pacific flat car and a 1928 Southern Pacific, 10,000 gallon tank car. Also reside here is a 1911 Dinning car for the Southern Pacific. The most unique car is the former 14 berth Pullman car James Watt that came to the collection in 1986 due to the kind donation of the Cowden family who bought it from the scrap dealer.

Finally, I want to thank the many people and business who have cared for me over the years. The first list is the list of people on the water cooler who were involved in putting the me on display and the people who made my saving possible. I want to thank David Sruggs, Chris Stark, Perry Cunningham, Karen Marston, Jesus Diaz, Dwight Culver, Lyle Benson, Bill Morris, Harry Morris, Austin Chrysler, and the rest of the early volunteers that showed what is possible. I want to thank Wyler Industrial and their staff who deserve a lot of thanks for assisting the volunteers. I want to thank Standard Oil (now Western Refining), El Paso Natural Gas, Border steel and others who have supported me over the years.

Finally, I want to thank Freeport-MacMoRan for giving me and the rest of the collection of Rolling stock a good home. I also want to thank Bill Spoon, George Bailey, Al Lafayette, Bill Slater, Dana Ray, Johnny Knight, Cesar Rena (rebricking the locomotive firebox) and the rest of the refinery staff both past and present for the gift of their time and knowledge.

Sincerely,  
Southern Pacific 3420





**Below are photos of John Rimmasch (blue shirt) examining our 223 boiler and offering suggestions of how to proceed.**

